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The China Mail

ESTABLISHED 1845

THE OVERLAND CHINA MAIL.
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Prices (including Postage) to any
part of the world \$12
per annum.

No. 18867

號六月六年七十壹百九千壹英

HONGKONG, WEDNESDAY, JUNE 6, 1917.

日丁亥歲年六國民華中

PRICE, \$3.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co., Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
TEL. 218.



NOTICE.

ANY EUROPEAN, NON-ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms
of Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

**PEAK TRAMWAYS COMPANY,
LIMITED.**

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.
7.30 a.m. SUNDAYS.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon Every 15 minutes.
12.30 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 10 minutes.
8.30 p.m. to 8.50 p.m. Every 15 minutes.
8.50 p.m. to 9.00 p.m. Every 10 minutes.

NIGHT CARS run on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Compro order
representing Bank Notes.

JOHN D. HUMPHREY'S SON,
General Manager.

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

華字日報

THE LEADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.

ALL THE LATEST DEVELOPMENTS FROM THE
VARIOUS PORTS IN CHINA AND JAPAN.

\$ 1.00 per Annum delivered in Hongkong
\$17.50 to all Coast Ports.

WILLIAMS STREET, HONGKONG.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

8,000 Tons, 4,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS
KOWLOON BAY.

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS



TELEPHONE 482.
COME AND INSPECT
BEST CARS IN THE COLONY FOR HIRE.

BEWARE OF MOSQUITOES! MOSCATINE.

The infallible insect repeller.

PRICE 50 cents, \$1.00 and \$2.50 Per Bottle.

PREPARED ONLY BY
THE VICTORIA DISPENSARY.

32, Queen's Road Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAID	4 STRAND
1" to 15"	5" to 15"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length

Please, samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1912

GIANT LAVENDER TALCUM.



The latest addition to our
fine series of Lavender Toilet
Articles is a powder of ex-
ceptional merit.

It has real antiseptic pro-
perties and is wonderfully
soothing to the skin.

1 lb. Size for \$1.00.

**A. S. WATSON &
CO., LTD.,**

HONGKONG DISPENSARY.

Telephone 18.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDRIES. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 300 feet long.

Town Office: 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 456.
Shipyards: Shum-Sui-Po, Kowloon, Hongkong. Telephone No. 2.
Estimates furnished on application.

Hongkong, April 1, 1917

WONG PING WA, Manager.

BUSINESS NOTICES

TAIKOO DOCKYARD
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
—OF HONGKONG LTD.—
AGENTS:
SUTHERLAND & SMITH
—TELEPHONE 45-55—
—TELEGRAMS: "TAIKOO DOCKYARD"

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS

THE HONGKONG HOTEL AND GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
rooms, Roof Garden.

Terms: From \$5 per day, mex.

Telegraph add: "Peaceful"

P. O. PEUSTER,
Manager.

TO THOSE GOING HOME

Keep in touch with local happenings
by subscribing to

"THE OVERLAND CHINA MAIL"

All the News of Hongkong and the Far East.

ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE
IT WHILE AT HOME.

Price \$13 THE ANNUAL, INCLUDING POSTAGE

CAN BE MAILED TO ANY ADDRESS FROM THE

"CHINA MAIL" OFFICE

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

AIR RAID ON THAMES ESTUARY.

LONDON, June 5, 9.5 p.m.
An aeroplane raid is in progress in
the Thames estuary.
Bombs have been dropped in Essex
and Kent.
One machine is reported to have been
brought down.

FIGHT WITH GERMAN DESTROYERS.

ONE SUNK; ANOTHER SEVERELY
DAMAGED.

LONDON, June 5.
An Admiralty communiqué states:
Commodore Tyrwhitt, R.N., re-
ports that early this morning the
light cruisers and destroyers under
his command sighted six German
destroyers and engaged them at long
range.
During a running fight our gunfire
sank the German destroyer S.30
and severely damaged another. We
picked up seven survivors of the
S.30. We suffered no casualties.

SMASHING ENEMY NAVAL BASES.

LONDON, June 5.
The Admiralty announces that the
Vice-Admiral at Dover reports:
Early this morning we heavily
bombed the naval base and
workshops at Ostend.
A large number of rounds were
fired with good results.
The shore batteries returned our
fire, but our bombarding forces did
not suffer any damage.

ENEMY BASES IN BELGIUM AGAIN BOMBED.

LONDON, June 5.
The Admiralty announces that our
naval aeroplanes bombed the aero-
drome at St. Denis Westrum on
Sunday night with good results.
Our aeroplanes simultaneously at-
tacked the seaplane base at Zee-
brugge, and bombed shipping at
Bruges.

THE FIGHTING IN FRANCE. AERIAL BOMBING ACTIVITY.

LONDON, June 5.
A French communiqué reports:
A brisk attack during the night
restored to us the parts of the
trenches in which the enemy gained
a footing yesterday, to the north-
west of Frohmont Farm.
As a reprisal for the enemy bom-
bardment of the open town of
Barly-Dune on May 29, seven of
our aeroplanes, on the night of June
3 dropped a ton of bombs on Treves.
Our air squadrons also dropped
fifteen tons of bombs on the aero-
dromes at Morhange, Habsheim,
Prement and Sisson, severely damag-
ing the sheds. They also bombed
several railway stations and munici-
pal depots, causing a fire and
explosions.
Six German aeroplanes were
brought down and seven others were
forced down damaged, in their own
lines.

THE BRITISH FRONT.

LONDON, June 5.
Field-Marshal Sir Douglas Haig
reports:
We drove off raiders to the south-
east of Lens and to the south of
Armentieres.
We successfully carried out a raid
to the south-east of Ypres.

THE SILVER MARKET.

LONDON, June 4.
Silver is quoted at 58 3/16. The
market is quiet but steady.

FRANCE'S OBJECT IN THE WAR.

TERMS OF THE CHAMBER'S VOTE
OF CONFIDENCE.

PARIS, June 5.
The following is the text of the
vote of confidence in the Government
passed in the French Chamber:
"The Chamber of Deputies which
is the direct expression of the
sovereignty of the French people,
addresses to the Russian Democracy
and other Allied Democracies its
greeting.
Endorsing the unanimous pro-
test, which, in 1871, was made to the
National Assembly by the Repre-
sentatives of Alsace and Lorraine,
born from France notwithstanding, it
declares that it expects from the war,
which has been imposed upon Europe
by the aggression of Imperialist Ger-
many, not only the liberation of the
invaded territories but also the
return of Alsace and Lorraine to the
Mother Country and just reparation
for the damage done."

Not having in its thought the
conquest or subjugation of other
peoples, it expects the effort of the
armies of the Republic and the Allied
armies will permit of crushing Prus-
sian militarism and obtaining durable
guarantees for the independence of
great and small nations.
"The Chamber has confidence that
the Government will assure these
results by co-ordinated military and
diplomatic action, with the Allies."

THE FRENCH PREMIER'S APPEAL.

LONDON, June 5.
The text of the French vote of
confidence indicates how far the
debate went beyond the question of
passing to Stockholm, the refusal of
which the Chamber thus emphatic-
ally endorses.
M. Briot, stirring, appealed for
unity saying: "Let us not be de-
ceived by formulas intended to lead
democrats astray. Let us seek the
restoration of our property and the
return of the provinces which have
never ceased to be French. We
simply want what belongs to us.
How could the universal conscience
refuse us reparation for atrocities
unparalleled in history? It is not on
behalf of the Government, but in the
name of France that I appeal to
you." (Prolonged cheers.)

ITALIAN FRONT

ENEMY ATTACKS REPULSED.

LONDON, June 5.
An Italian official report states:
We repulsed renewed enemy at-
tempts to the east of Gorizia and at
Vodice. The enemy, after several
days' violent artillery activity on the
Carso front attacked en masse on
Sunday night from Dossofatti to the
sea. The enemy was definitely re-
pulsed after a severe fight. We
advanced our positions near Cas-
tagnavizza and Versil.

Our counter-attacks almost com-
pletely regained the positions to the
south of Jamiano.

THE FIGHTING ON THE ITALIAN FRONT.

ENEMY ESTIMATE OF ITALY'S LOSSES.

LONDON, June 5.
An Austrian communiqué asserts
that the Italian losses in the Isonzo
battles were 180,000, including 16,000
prisoners.

THE BRITISH FRONT.

LONDON, June 5.
Field-Marshal Sir Douglas Haig
reports:
We drove off raiders to the south-
east of Lens and to the south of
Armentieres.
We successfully carried out a raid
to the south-east of Ypres.

THE SILVER MARKET.

LONDON, June 4.
Silver is quoted at 58 3/16. The
market is quiet but steady.

(Continued on Page 4.)

INTIMATIONS

RUSSIAN 5% INTERNAL LIBERTY LOAN 1917.

SUBSCRIPTION to the LIBERTY LOAN is opened at THE RUSSO ASIATIC BANK Hongkong, from date to 26th June, 1917.
The price of issue is 85%.
The loan is free of Income Tax and other taxation.
The loan is issued for 55 years and will be redeemable at par by yearly drawings beginning in December, 1922.
The Loan may be reimbursed at par after the 26th March, 1927.
Compounds are payable half yearly on the 26th March and the 26th September.
Interest on the loan runs from the 26th March, 1917—interest from that date to be added to the price of issue.
Special favourable rates will be quoted for Russian Exchanges.
Applications will be wired to Petrograd free of telegraphic charges and Bonds will be forwarded free of postal expenses. The Bank is ready to give every facility to subscribers in the shape of advances against the Bonds.
G. TISDALL,
Manager.

Hongkong, May 3, 1917. 1787

"REGAL" RECORDS.

FAMOUS SCOTCH SONGS.

- 6579 [Draw The Wheel] Scotland
[Sound the Pipes]
6581 [The Piper O'Dundee]
[A Man's A Man For A That]
6583 [When The Kye Comes Home]
[My Love, She's But A Lassie Yet]
6584 [O'A The Airt/The Win' Can Blaw]
[Scotland Yet]
6578 [Jessie, The Flower O' Dunblane]
[My Nannie's Awa]

THE ANDERSON MUSIC CO., LTD.

6, Des Voeux Road. Tel. 1392.

SILMOPON (SEBATTIK) COAL

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILMOPON COAL (either cargo or Bankers) at SEBATTIK or SANDAKAN (British North Borneo).

SILMOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILMOPON COAL are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuku Bay (Sebatik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.

Agents Cowie Harbour Coal Company, Limited.

INTIMATIONS

WANTED.

Immediately, SECOND OFFICER.

Apply—

MARINE DEPARTMENT,
The Asiatic Petroleum Co.,
(South China) Ltd.
Hongkong, June 1, 1917. 1803

DON'T LET SLIP SO GOOD AN OPPORTUNITY.

CLEARANCE SALE

From June 1st
For Two Weeks ONLY
GREAT DISCOUNTS
on
JAPANESE FINE ART CURIOS
H. MATSUNAGA,
11 d'Almeida St.
Hongkong, May 31, 1917. 1858

STOCK TAKING SALE.

A golden opportunity for securing general bargains at enormous reduction in price.
D. CHELLARAM offers his entire stock in trade of oriental silks, crepes, tussars, plain fancy silks, various wares and gold Jewellery at greatly reduced prices for 15 days only.
Indian-Persian-Tibetan and Velvet Carpets reduced 20%. Received new consignment of silk stockings also.
D. CHELLARAM,
38-40 Queen's Road, Central
Hongkong, June 1, 1917. 1864

DAIRY FARM NEWS.

CORNED BEEF

AND

CORNED PORK.

PUT UP IN KEEN AND BARRELS
FOR
EXPORT OR STEAMERS USE.

Don't Worry!
In here.

KEATING'S KILLS

BUGS
FLEAS
MOTHS
BEETLES

TINS 3/6

KING EDWARD HOTEL

Central Location.
All Electric Traction Pass Entrance.
A Electric Lift, Fans and Lighting.
European Baths and Sanitary Tiling.
Hot and Cold Water System throughout.
Best of Food and Service.

TELEPHONE 373
TELEGRAPHIC ADDRESS
"VICTORIA," J. WITCHELL,
Manager.

MARTIN'S APOLI-STER PILLS

A French Remedy for all kinds of ailments, especially those of the digestive system. It is a powerful laxative and purgative, and is recommended by all medical authorities.

MARTIN'S APOLI-STER PILLS

LESSONS IN CHINESE.

Mrs. LI HON PAN, a Chinese graduate, trained in the University of London, has been a teacher to Europeans and Americans in this Colony for ten years. She has a good knowledge of the Chinese language and is a first-rate teacher. She is also a first-rate teacher of English. Those who intend learning the Chinese language are requested to write to "China Mail" Office or direct to Mrs. Li, Wollington Street, 2nd floor.

THE NEW FRENCH REMEDY, THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

These three remedies are the most powerful and effective for all kinds of ailments, especially those of the digestive system. They are recommended by all medical authorities.

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER.



CHERRY & CO.
FREDER STREET
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, March 30, 1914.

"VALO"

THE NEW VIRGINIAN CIGARETTE.

MAGNUM SIZE.

Packed in patent airtight tins of 50.

Medium Strength
Delicious Flavour.

This advertisement is issued by—
THE BRITISH AMERICAN TOBACCO CO., LTD.

TORPEDOED HOSPITAL SHIP.

WOMAN WHO HELPED TO ROW WOUNDED TO SAFETY.

A woman who was on board has written the following account of the torpedoing of the hospital ship Gloucester Castle in mid-channel on the night of March 2nd and 3rd—

"It has been rather wonderful. When going across we always slept with almost all our clothes on. We had been in bed about an hour, and were midway across when the boats got us. We had 300 patients, but they weren't a bad lot. We had the most wonderful good fortune. No one lost their heads and there was not the least bit of panic anywhere.

"I went straight to my boat, and presently the men began to come up. Each had been given the number of a boat 'in case,' so I directed some to theirs, and the ones for mine got in. Two boats had been smashed, so the others were pretty full. However, the ship was very steady and did not seem to be sinking at all, and before they lowered us we were told there were rescue ships quite near.

ROWING FOR AN HOUR.

"There was a big sea running, but no white horses, and no wind, and it was not too desperately dark. We had one ship's officer, one steward, two of us, and about 44 patients. I was thankful for every bit of knowledge I had of boats and rowing because, feeble as my rowing was, it was as good as that of any of the men, with the exception of the steward's.

"I think we were an hour in finally reaching and getting on to a cargo boat which was quite close to us, and I was doubtful if we'd ever reach her as we seemed to be towing about anyhow. However, we did get there, and with much pushing from a sturdy seaman managed to scramble up the horrible rope ladder and over the high side. The men were absolutely ripping to us and gave us coffee before we were a second inside the saloon.

"After the patients had been put fairly right on the floor with blankets, two of us went to bed, leaving the matron with the men. There were 67 of us altogether. I thankfully crawled into a bunk and managed to doze a bit, though it rolled horribly. About 11 a.m. we came into the quay and saw a very solemn row of faces gazing at us.

GERMAN CORPSE FACTORIES.

HORROR AND DETESTATION IN INDIA.

Commenting on the German corpse factory the Maharajah of Bikanir states: "We may be certain that the German authorities are not more considerate to the remains of fallen foes than to their own fighters. Therefore it is practically certain that the bodies of British and French soldiers have been removed from the field of battle by the Germans and undergone like indignities, also that Indian warriors have been used in the same loathsome way. Nothing could exceed the sense of horror and detestation with which this latest crime of Germany against mankind is regarded in every part of India."

As Australians only on one occasion yielded ground, it is unlikely that many, if any, met this fate.

L'Honnore Enchaime says that the existence of the German corpse factory is confirmed by the evidence of the American Consul.

A wounded Kent sergeant says that when at the front German prisoners jeeringly referred to the corpse factories. One said, "Even when we are dead our work is not done. We are wired together in batches and boiled down in factories, making fat for munitions, feeding pigs and poultry." Prisoners called these margarine "corpse fat," suspecting its origin.

COUGHING INTO CONSUMPTION.

"Only a Cough" but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable.

OF ALL CHEMISTS.

PRICES: 3/6 and 2/6.

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.



HONGKONG & MANILA.

MITSUBISHI GOSHI KWAISHA (Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI MUTANE, KISHIDARE, YOSHINOTANI, HOJO, NAKAZUTA, SAYO, KANADA, EHINNEW, KAMIYAMADA, EISAI & OTSURU CO. LIMERIES.

AGENT FOR SAKITO COAL.

Head Office: MARUNOUCHI, TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Hakodate, Kobe, Osaka, Kyoto, Tokyo, Yokohama, Nagoya, Tsunaga, Vladivostok, Hankow, Peking, London, New York, Shanghai, Hongkong, Haiphong, and Canton.

Cable Address: IWASAKI.

Codes:—A. I. A. B. C. 5th Ed.

Western Union, and Bentley's.

AGENCIES:—

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macdonald & Co.

SINGAPORE: Messrs Thomson Co. Ltd.

GLASGOW: Messrs A. B. Brown, McFarlane & Co., Ltd.

For Particulars, apply to: K. KATO, Manager, No. 2, PRINCE STREET, HONGKONG.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL, METAL AND HARD WARE MERCHANTS.

Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings, General Store and Ship Chandlers, Nos. 35 and 37, HING LOO STREET, (2nd Street, west of Central Market) Telephone No. 515. Hongkong September 4, 1915.

INTIMATIONS

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers.

High Class English Jewellery.



Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS
"Te-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

THURSDAY,

the 7th June, 1917, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

ABOUT SIXTY DOZEN PAIR LADIES' SILK HOSE VARIOUS COLOURS.

Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 1, 1917. 1483

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

THURSDAY,

the 7th June, 1917, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A LARGE ASSORTMENT OF Large Turkish Bath Sheets, Face Towels, Linen Damask Table Cloths and Serviettes, Single and Double Bed Sheets, Pillow Cases, White Satin Quilts, Glass Cloth, etc., etc.

A VARIED ASSORTMENT OF Brass Flower Vases on Stands, Jardinieres, Vases, Candlesticks, Biddies, Finger Bowls, License Burners, Flower Vases, Wall Plates, Imitation Old Bronze Vases, etc., etc.

A few lots of Enamelled Soup and Milk Pans.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 31, 1917. 1880

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

SATURDAY,

the 9th June, 1917, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A MISCELLANEOUS STOCK, comprising:—

A variety of Dress Material including Blue and White Serge and Alpaca, Prints, Holland White Linen, etc., Drill, etc., Comptons, Blankets, Towels, Toilet Soap, Perfumery, etc., etc.

A few Boxes Slazengers Tennis Balls 1917.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 1, 1917. 1882

"CHINA MAIL" PUBLICATIONS.

OBTAINABLE at the "CHINA MAIL" Office, 5 Wyndham Street, Hongkong.

HISTORY OF UNION CHURCH (1891-1903) ... 50

HONGKONG'S MUSICAL HISTORY ... 50

NOTES ON WILD LIFE IN HONGKONG AND SOUTH CHINA (by Rev. G. A. Cunliffe, M.A.) ... 50

Part I—Mammals and Birds ... 50

Part II—Reptiles, Amphibians and Fishes ... 50

THE MISSIONS STRANGERS (History of the Eastern Churches) ... 1.00

CHINESE SCHOOL BOOK (14th and 15th Editions, translated by E. J. Kitchin) ... 20

SIR ROBERT HART'S LAND TAX MEMORANDUM ... 20

24-THIRTY BOOKS (1st and 2nd Editions) ... 30

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidators of Messrs. JAMES & Co. in pursuance of an order of the Hongkong Government to sell by Public Auction at 12 o'clock (Noon) on

TUESDAY,

the 31st day of July, 1917,

at his Sales Rooms, DUNDRELL STREET.

THE VALUABLE LEASEHOLD PROPERTY situated at The Peak, Hongkong, and being Rural Building Lot No. 19.

IN ONE LOT.

The property consists of:—

The piece or parcel of ground and premises known as "Lysol", 104 The Peak, situated near Mount Gough in the Colony of Hongkong with an area of 124,000 square feet and registered in the Land Office as Rural Building Lot No. 19.

The lot is held for the unexpired residue of a term of 75 years created therein by an Indenture of Crown Lease dated the 23rd day of April 1896.

The Annual Crown Rent is \$85.00. For further particulars and conditions of sale apply to Messrs. Wilkinson & Co., Solicitors for the Liquidators, or to the undersigned.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, April 20, 1917. 1748

PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidator of Messrs. WILKINSON & Co. in pursuance of an Order

of the Hongkong Government to sell by Public Auction, at 12 o'clock (Noon), on

MONDAY,

the 27th day of August, 1917,

at his Sales Rooms, DUNDRELL STREET, Hongkong.

ALL the piece of ground situated at Naumati, Kowloon, in the Colony of Hongkong and registered in the Land Office as KOWLOON INLAND LOT No. 2002.

IN ONE LOT.

The property consists of a piece of ground abutting on Battery Street and Fourth Street (near the Prison) in Kowloon and contains an area of 4,500 Square Feet.

The Lot is held for the unexpired residue of a term of 75 years created therein by an Indenture of Crown Lease dated the 4th day of May 1888.

The Annual Crown Rent is \$60. For further particulars and conditions of sale apply to Messrs. HASTINGS & HASTINGS, Solicitors for the Liquidator or to the undersigned.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, May 23, 1917. 1839

THE LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS

in each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of

EXPORT MERCHANTS with the goods they ship, and the Colonial and Foreign Markets they supply;

STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailings;

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SCOTTISH LETTER.

(From Our Own Correspondent.)

April 19.

THREE OVERSEAS STATESMEN.

"Dear me, how tremendously Scottish it has all been," was the comment of an English Staff officer at the close of the visit of Sir Robert Borden, General Smuts, and the Maharajah of Bikanir to Edinburgh on the occasion of their receiving the degree of Doctor of Laws from the University and the Freedom of the City from the Corporation. It was certainly all very Scottish, but for that the three distinguished visitors were largely to blame; their speeches were full of references to Scotland. Some excuse may be made for Sir Robert Borden; he is a native of Nova Scotia, a colony settled by our James VI. and, in accordance with Royal will, the parade ground of Edinburgh Castle is still officially recognised as a piece of New Scotland although situated in the very heart of the Capital of Old Scotland.

Sir Robert has a trumpet voice, a weighty manner, and an accent unfamiliar to our ears, but he made a good series of appearances. His main theme was Scotland's cultural influence on Canada, and he claimed that the province he represented had the same relation to the development of public life in the Dominion as Scotland had in the British Islands. General Smuts—who was decidedly the "popular favourite"—is quite a different type of man. He looks like one of our East Coast skippers, with the same air of composure, the same clean cut features, the same heavily blue eyes and light brown hair; and as for his manner of speech, he is ready, lucid, logical, and incisive. Perhaps his best point was about the Union of South Africa; he said that the Union he always desired was like "that between England and Scotland, and not the sort they had between England and Ireland."

What had, always struck him with surprise when he came to Scotland was to see "a nation so typically Dutch." But the Scottish and Dutch peoples had very close ties in times gone past. He was credibly informed that the Scottish people got most of their excellent law and most of their very sound theology from the Universities of Holland; and Scotland had returned long favour to the children of Holland in South Africa by exporting a great deal of her theology. Indeed, he assured his audience that "the Scottish minister had done more for the religious life of South Africa among the Dutch people than the Dutch themselves."

The Maharajah of Bikanir presented a marked contrast to the other visitors; he was, by far the most picturesque figure of the three, and he spoke without the least trace of accent; he might have been taken for an English gentleman. Wherever he went he received great ovations, and paid several graceful compliments to the honesty and grit that had recommended Scotsmen to the people of India. He had been greatly impressed, he remarked, by the close resemblance in many things between the Scots and the Rajputs, especially in the matters of clans and kinships.

SCOTTISH BLOOD IN AMERICA.

President Wilson is of good Scottish extraction, his grandmother being the daughter of Mr. Robert Williamson, a Cameronian worthy, and a leading Glasgow citizen of his day. Mr. Wilson is also nearly related to the Rev. Cosmo Gordon Lang, the Scottish Archbishop of York.

Mr. William Baughop Wilson, America's Labour Minister, is a native of Ferniegair, Lanarkshire. His father worked as a miner in Ferniegair Colliery, and during the "big strike" was evicted from his home and went to America. Young Wilson, though he began underground work at nine years of age, showed himself a man of grit and gumption, quickly became a Labour leader, and was returned to Congress in 1900.

THE SCOTTISH DRAG.

Describing a visit to the battlefield on the Arns front, a "Times" correspondent says:—"I walked over part of the ground of the Scottish troops' advance, and saw their dead lying in the open. One saw many dead in this way and in memory only one here or there stands out by reason of

something peculiarly dreadful or striking in the manner of death. But never in my life shall I forget one man of a Highland regiment, who lay so gracefully and easily, with no wound visible or any disfiguring blood, a man well over 6 feet tall, with clear-cut face, and rounded limbs below his kilt, marble white and very beautiful in death. They are mostly terrible, the dead, but no statue of the sleeping Apollo was ever so beautiful as that Highlander."

FOOD PRODUCTION.

Scotland is doing well in the matter of food production. The Secretary for Scotland is able to state that 53,000 additional acres of land have been broken up this year. In view of the unfavourable character of the season and the labour situation a month ago this result is both surprising and gratifying. It is due principally to the admirable co-operation of the Scottish Office and the Agricultural Commissioner under the National Service scheme in securing the necessary labour. Between 3,000 and 4,000 workers have been obtained through this agency, and it is believed that the supply is fully sufficient to the demand. So successful have the Local Agricultural Committees proved that the Board of Agriculture found it necessary to exercise their powers of compulsory cultivation in only 13 cases throughout the whole of Scotland. The question that now troubles Scottish farmers is how sufficient labour is to be retained on the land until the harvests are gathered in. Anxiety is natural; but just as the labour difficulty was solved a month ago, so it may be solved again when the need arises.

THE WOMAN IN EGYPT.

Little bits of human nature, "corners of life," as the French say, constantly crop up in the letters that come home from one or other of the fronts. "J.W." has sent a more than usually interesting collection of experiences. He is a West Country man, attached to the "Yonnamy" in the Egyptian desert, and he says that on his first arrival at a strange camp in an unfamiliar sandy plain, the best greeting he received was from his new batman. "An' ye come frae Paisley?" said that worthy. "Man, I ken Paisley fine; it's a grand place for selling a coat!" This, says "J.W.," was an aspect of Paisley that had not struck him before.

In his description of the pitching of a new camp in the late afternoon, he says that the officers' batmen play the part of Rob Roy by appropriating articles to furnish the particular tents under their charge. "Mind the officers' servants," a man was overheard saying to a comrade. "They're beggars for pinching things." Certainly my batman was an expert in "cotting by" things for the tent. Fetching a chair, he planted it beside me on the sun, and asked me to sit on it. "It's the only way o' keepin' it," he added. Shortly afterwards he returned with some fine new matting to cover the sand. Throwing it down, he said triumphantly, "I'll guarantee it's never been tramped on afore, but ye mauna ask where I got it." No embarrassing question was asked.

Not all the stories are about Scotsmen, however, and here is one about an English Yeoman. The Brigadier-General's Staff Captain was Squire Blank, the ruling genius of an English country parish. A Yeoman from the Squire's parish, who had failed to salute the Brigadier, was duly taken to task. "Do you not know who I am?" was asked. For a moment or two the Yeoman hesitated, and then he took the Brigadier's breath away by saying, "Oh yes; thou'll be the man that rides about wi' Squire Blank."

Another letter home, from a young Edinburgh soldier says this:—"Everything leaves its character stamp; and I'm sure that I shall never regret having Egypt's desert stamp upon me."

TEA AND ALCOHOL.

Many people have never heard of Jonas Hanway, the philanthropist and eccentric; and those who have heard of him have forgotten all they knew. He deserves to be remembered, however, in these days of Food Controllers and Prohibitionists of all shades and stripes. He introduced the system of training poor boys for his Navy; he secured for the chimney sweepers' apprentices, those young Africans of our own growth, an

alleviation of their miseries; and he is the reputed author of the English fashion of "always carrying an umbrella." To crown all, he did indeed alcohol in the most unsparring fashion. His policy was to stop the manufacture of spirituous liquors and close the ports against them. All he would concede was that if other than ordinary uses demanded "liquid fire," it should be sold "only in quart bottles, sealed up with the King's seal, with a very high duty, and none sold without being mixed with a very strong emetic."

Like all other extremists, Jonas Hanway was an all-round reformer. In anticipation of Lord Dunsford's raid on the India's afternoon teas, he ran full tilt against all those who purr over the hissing urn. For tea, he maintained, destroys health, obstructs industry, and impoverishes the nation. He denounced it—black and green—as a source of all the crimes committed by men, and of all the errors and follies of women. "How many sweet creatures of your sex," he says, "laugh with a weak digestion, low spirits, lassitude, melancholy, and twenty disorders, which, in spite of the Faculty, have yet no natures, except the general one of nervous complaints!" Again, "What Shakespeare ascribes to the concealment of love, is in this age more frequently occasioned by tea." He turns to the Simh Gumpas and accuses them of felling the hospital foundlings to everlasting rest by administering Venice treacle, poppy water, and Godfrey's cordial in order that they might sip their cup of tea in quiet. If Hanway had been a Lord Dunsford, his flat would have been this—tea, if it is to be drunk at all, must be taken cold, and with acids instead of sugar. Lord Dunsford has only to consider the practical wisdom of this injunction, and the probability that oxalic acid is about to be the cheapest acid in the market, to see that the safety of the realm requires every lady to order for her "at home," along with the household flowers, a bunch of the best plot-holders' rhubarb.

Jonas Hanway was a man of affairs. He was intimately connected with the inauguration, by the old Russia Company, of what promised to be an exceedingly prosperous trade with Persia by way of Russia and the Caspian. He undertook a mission to Russia and Persia to inquire into the conduct of the agent by whom the enterprise was wrecked, and during sixteen months of travel he mixed with all degrees of people, and conversed with them on all things in heaven and earth. The result was an exhaustive account of our commercial relations with Russia and the countries beyond the Caspian, in which the modern merchant may find some practical reflections and suggestions.

MARRIAGES.

A marriage has been arranged, and will take place very shortly, between Captain A. Maule Ramsay, Coldstream Guards, only son of Lieut. Col. H. Ramsay and Mrs. Ramsay, and Lady Ninian Crichton-Stuart, only daughter of the late Viscount Gormanston and the Dowager Viscountess Gormanston, and widow of Lieut. Col. Lord Ninian Crichton-Stuart, M.P.

George Henry Fullerton, Lieut. B.A.M.C., eldest son of the late Colonel William Graves, B.A.M.C., to Linda Maud, 79 Holland Road, Kensington, eldest daughter of the late Reginald H. Paddy, of Singapore.

Patricia Kinloch, only child of the late Major Henry Anstruther Kinloch, 60th Rifles, and of Mrs. Walter Legge, of Farm House, Old Windsor, and niece of Sir David Kinloch of Gifford, to Captain J. A. Purdey, Lancashire, eldest son of Mr. Athol S. Purdey, of Chilton Place, Sussex Square, London.

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A. S. WATSON & Co., Ltd.,
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TELEPHONE No. 618.

To-day's Advertisements

The China Mail.

HONGKONG, WEDNESDAY, June 6, 1917.

SHIPPING AND THE CHINA TRADE.

We reproduced a day or two ago a lengthy report of a recent discussion in the House of Commons on the subject of the diversion of British shipping from the routes to distant markets, such as India, China and Australia. The subject was brought up in the House by Mr. R. D. Holt, who said that the seriousness of the matter lay in its effect upon the Export Trade, especially of Manchester piece goods. It is common knowledge that the best markets for these goods lie in India and China, principally in India, and Mr. Holt said if export to these distant fields were to be prohibited by the Government a great blow would be struck at the export trade of the country which it was necessary to maintain not only to help to buy food and munitions, but also to maintain the foreign exchange. Sir CROZEA MONEY, on behalf of the Ministry of Shipping, admitted the importance of the subject, especially as, at the moment, Great Britain's best markets are in the far distant places of the world. He explained that the Ministry had been compelled to proceed from step to step in the endeavour to make the shipping of the country of the greatest value in view of the rapidly changing conditions. The area of requisition had been very extensive, and since the Shipping Controller took up his great task there were, he supposed, over 1,000 more vessels which had either been brought under actual requisition or were under notice of requisition. Included in this great number of vessels there were over 800 cargo liners trading in well-established lines of communication throughout the world. He pointed out that imports have to be the first consideration, imports for the purposes of war and for the civilian population, and he explained that by taking ships off long voyages and employing them in trades nearer home, "every three of our ships became theoretically four." The Ministry, however, recognises the necessity for maintaining the export of cotton goods and is endeavouring to arrange some regular service of steamers. Lancashire is naturally greatly alarmed at having to face the possibility of grave commercial depression, and the latest Manchester papers received take the lugubrious view that the Government, pursuing its present policy, might close other great markets also, and the major part of the export trade of the whole country would disappear. But it is clear from the speech of Sir CROZEA MONEY that the Government is fully alive to the necessity of doing everything that lies in its power to maintain the export trade of the country, because otherwise it would be increasingly difficult for England to pay for the food, the raw materials and other commodities she must import, and to bear the financial burden she has assumed on her own account and on account of her Allies. On the

other hand it is equally important that the export produce of countries like China, which buy British manufactures, should have adequate facilities for the shipment of their exports; otherwise imports cannot be paid for. The situation is undoubtedly serious, but, with increased success in dealing with the submarine menace, and the increase in the output of tonnage from the shipbuilding yards of the world, which is beginning to be an important factor in the situation, it may reasonably be expected that the shipping difficulty is not likely to increase, but that on the contrary we may look for some improvement.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The "next" Gymkhana Meeting has been fixed for July 7th.

To-day is the anniversary of the death of Yuan Shih-kai.

The golf course at Manila has proved such an attraction that powers are being sought to extend it, making it an 18-hole course.

An announcement by the Water Authority in our "Today's" Advertisements states that the supply by Rider Maink will be resumed on Monday next.

The China Mail Steamship Co.'s s.s. *China* arrived in Yokohama on Tuesday morning, June 5th, and sailed from that port to-day, June 6th, and is due to arrive in Hongkong on June 15th at daylight.

A Chinese shopkeeper at No. 78 Jericho street has reported to the Police that he entrusted his foki with \$4,028 to take to a firm in Bonham Street and the latter absconded with the money in his possession.

The communicable disease reported in the Colony last week consisted of 2 fatal cases of plague, 3 cases (2 fatal) of enteric fever, 1 case of diphtheria, 1 of puerperal fever. All were Chinese cases except the diphtheria case, this patient being an Indian.

An American named James Kelly, described as a well-known business man in Manila, stabbed to death the woman he had been living with for ten years, and is now under arrest. The murder took place on May 23rd and on the following day after pleading guilty to the charge he was sentenced in the Court of first instance to be imprisoned in Elbillo for 14 years, eight months and a day. The sentence also carries with it an indemnity of \$1,000 to be paid to the heirs of the dead woman, or subsidiary imprisonment in case of non-payment. Leniency was shown to the accused in view of his full confession of the deed.

HONGKONG LEGISLATIVE COUNCIL.

QUESTIONS BY THE HON. MR. POLLOCK.

The Hon. Mr. H. H. Pollock, K.C., has given notice of his intention to ask the following questions at the meeting of the Legislative Council to-morrow afternoon:—

BATHING FACILITIES.
Is the Government taking any, and if so, what steps to provide the public with bathing facilities at North Point and West Point as in previous years?

A PROMISED MARKET AT SANSHUIPO.

1. Did the Government from the year 1914 till the beginning of the year 1917, or during some other and, if so, what period, reserve a certain site at Sanshuiipo as the site of the Sanshuiipo Market?
2. Has the Government recently, and if so, when, changed the site of such Market to a new site?
3. From what person did the Government obtain such new site and was such new site obtained by the Government giving the former site of the Market in exchange to such person? Is such person the owner of several, and if so, how many Lots facing such new site? What are the Lot Numbers and areas of such Lots? Do not such Lots practically surround such new site on three sides thereof?

THE REVOLT IN THE NORTH.

(Wah Tse Yat Po's Service.)

REVOCATION OF LAWS.

PEKING, June 5. It is reliably reported that the Provisional Government which has been set up in Tientsin has decided to ignore all existing laws and to make new laws based upon the Provisional laws of the Republic.

THE PRESIDENT.

President Li Yuan Hung has telegraphed to Fung Kwok Chang, the Vice-President, to undertake the Presidency. It is reported that he will tender his resignation to Parliament soon.

THE PREMIER-ELECT.

Li King He, the Premier elect, has telegraphed a third time requesting to be allowed to resign.

NEW PREMIER NOMINATED.

The President has, therefore, decided to nominate Wang Shi Chan as Premier, and the nomination will be submitted to the Lower House this morning and to the Senate this afternoon.

LI SHUN WILL BE NOMINATED AS MINISTER FOR WAR.

Li Shun will be nominated as Minister for War.

THE OPPOSITION GOVERNMENT.

It is reported that the new Government at Tientsin will make the following appointments:—

Commander-in-Chief, Chu Sai Cheong; Premier, Tuan Ki Shi.

Affairs, To Yu Lum or Suna Po Ki.

Minister of Interior, Cheu Nung Fan.

War, Tuan Ki Kwei.

Navy, Tong Cheong Ming.

Finance, Leung Shih Yi.

Justice, Tong Fa Lung.

Communications, Yip Kung Chuk.

TRAIN SERVICES.

Trains going northward can proceed only as far as Chuchow, but trains going south will pass through down to Pukow.

WU TING FANG ON THE SITUATION.

Dr. Wu Ting Fang, Acting Premier at Peking, has telegraphed to the Independent provinces stating that all matters can be negotiated peacefully and he therefore asks them to send delegates for that purpose.

WONG SHI CHAN.

The President intends to let Wong Shi Chan deal with the whole situation, but Wong Shi Chan declines to shoulder the responsibility, saying that he is unable to cope with the situation.

SHANTUNG DECLARES ITS INDEPENDENCE.

Shantung Province declared its independence on the 3rd inst. The Assembly has dissolved and the Speaker has been arrested.

GENERAL CHANG HSUN TO GO TO PEKING.

General Chang Hsun has telegraphed that he will arrive in Peking on June 7. Hei Hsiang also shows a willingness to come to Peking and mediate.

ARTILLERY NEAR PEKING.

The artillery battalion of the Third Division, with six guns, are encamped near Lokan Bridge, to the west of Peking.

MR. EUGENE CHEN PARDONED.

PEKING, June 5. In accordance with Article 40 of the Constitution, the President by mandate grants a pardon to Mr. Eugene Chen the Editor of the *Peking Gazette*, who was recently sentenced to four months imprisonment for libel.

(Ruler's Service to the China Mail.)

THE REVOLT IN CHINA.

PEKING, June 5. The President has summoned the notorious General Chang Hsun to Peking to confer on the situation.

This is significant as General Chang Hsun, since the establishment of the Republic, has occupied Haichow which is an important strategic position on the Tientsin-Pukow railway, and he has on several occasions openly defied the Government and is regarded as the instigator of the present revolt, although he has not declared independence. It is believed that he has remained about so as to be able to assume the role of mediator and attain his object without fighting.

PEKING, June 5.

The Military Governors of the Majority of the Northern and Central Provinces, including Chihli, have declared their independence. Movements of troops are reported, but there has been no definite advance towards Peking and it is still thought that there will be no fighting.

CRIMINAL SESSIONS.

ALLEGED FRAUDULENT MISAPPROPRIATION.

The case in which Ka Kim Din is charged with the fraudulent misappropriation of \$22,250, money entrusted to him by a Chinese woman, Lai Wai-sin, for the purchase of certain land, was resumed this morning, before Sir William Ross Davies, K.C., Chief Justice.

In reply to Mr. Orme, Mr. P. P. V. de Souza, Secretary of the Syndicate, which was formed for the purpose of dealing in the land in question, stated from the witness box, that he had been Secretary to the Syndicate ever since its inception, in 1914. In that year nearly all the lots were taken up. Certain lots remained, however, for which the Syndicate was trying to find purchasers. He also stated that the work of the site formation of the land had not commenced at that time.

Tenders had been called for and the defendant applied to the Syndicate and was eventually appointed as contractor to carry out the work, in June 1914. The contract involved an amount of \$19,300. Before this contract was actually signed, the accused went to the office of the Syndicate, accompanied by the complainant. The accused did all the talking. He said the complainant was a purchaser whom he wished to introduce. The complainant, as the result of that interview, handed to the Syndicate a sum of \$200 as a deposit in connection with the purchase of Lot No. 2. Witness said that he told her at the time what the full cost of the lot would be. He took the deposit money in the complainant's name, not in the name of the accused, and also gave her a receipt. He had heard nothing further of the matter since, and the money she paid was at the bank to her credit. Witness went on to explain that certain arrangements at that time were made by which the accused should receive remuneration for the work of site formation, certain plots of land, but this arrangement was afterwards cancelled and the accused was paid for his work in cash.

Mr. Colbourne Little, of the firm of Little, Adams & Wood, Architect of the Syndicate, gave evidence as to certain payments being made to the accused on account of work done in connection with preparing the land for building purposes.

In reply to Mr. Jenkin, witness stated that he could not remember the separate items which were paid to accused, he would probably be able to remember the total amount. It was more than \$10,500.

Pressed by Mr. Jenkin to state the items in detail, witness emphasised that he would have to turn up the office records to ascertain the separate items.

Mr. Jenkin then stated to his Lordship that he would have to ask for the records to be produced in Court.

After hearing further evidence, the Court rose and the hearing will be resumed to-morrow morning.

APPLICATION FOR REDUCTION OF CAPITAL.

THE SZE YAP STEAMSHIP COMPANY LTD.

In the Supreme Court this morning an application for the reduction of the Capital of the above company, from \$1,000,000 to \$400,000, was made before Sir William Ross Davies, K.C., Chief Justice.

The Hon. Mr. E. H. Sharp, K.C., instructed by Mr. E. Davidson of Messrs Hastings & Hastings, said that this was a petition under the Companies Ordinance asking the Court to confirm a reduction of the Capital of the Sze Yap Steamship Co., Ltd., which reduction had been duly passed and confirmed by a special resolution at an extraordinary general meeting. The nominal capital of the Company was 400,000 shares of \$25 per share, making a total of \$10,000,000 of which \$20,000 shares had been issued. The reduction scheme was first that the issued shares be reduced by returning to the shareholders \$5 per share, making the nominal value per share \$20, and second, that the unissued shares be cancelled. There was one creditor, the plaintiff in an action against the Company for a claim of \$150,000 for an alleged breach of contract. That was the Company's only liability and the Company entirely denied the claim and also held that it was excessive. However, it was recognised by the Company that the amount must be secured and negotiations were now proceeding to secure the amount by arranging a mortgage on the Company's ships. If an agreement in this connection could not be reached they would have to come to Court, again, under section 50, subsection 3, to have the Court fix the amount to be secured. The Company now merely asked the Court to confirm the reduction, subject to, and conditionally upon, the said security being procured.

His Lordship granted the application subject to the usual requirements as to the insertion of advertisements in the newspapers and fixing a month as the period for which the words "said reduced" must be included in the Company's name.

THE MAGISTRACY.

HIGHWAY ROBBERY FROM A CHILD.

In Mr. Wood's Court this morning, an unemployed Chinese was charged with committing highway robbery with violence, in Broadwood Road, Wanchai.

It was alleged that whilst a little girl named Daisy Wong, the seven year old daughter of Dr. Kew, of No. 6 Broadwood Road, was returning home from school along Broadwood Road at about four o'clock yesterday afternoon, she was attacked by the defendant and carried to a clump of bushes, about thirty paces from the roadway. There the robber took from the person of the child, a gold neck chain, a jade stone ornament and a sovereign, to the sum total of about \$40. The cries of the little girl, however, were heard by a house coolie employed at her father's residence and this servant ran to the child's assistance. Upon seeing the approach of the coolie, the robber released the little girl and took to his heels with the stolen jewellery in his possession. The servant, however, immediately gave chase, and caught the robber about one hundred and fifty yards from the scene of the theft.

A fight then ensued between the coolie and the robber and this was terminated by the two men falling into a ditch. The robber, upon rising to his feet attempted to escape, but the coolie resumed the chase and caught him near the Victoria School. There the two men again fought, with the result that the robber was finally overpowered by the coolie and taken to the No. 2 Police Station in Wanchai.

On the application of Inspector Sim, the magistrate remanded the defendant in police custody until eleven o'clock to-morrow morning.

UNLAWFUL POSSESSION OF DANGEROUS GOODS.

A Chinese engineer was fined fifty dollars, or in default of payment sentenced to six weeks' hard labour, by Mr. J. R. Wood this morning on the charge of unlawfully having in his possession dangerous goods, to-wit: five sticks of gelignite and thirteen detonators, without a permit from the Captain Superintendent of Police.

His Worship ordered that the dangerous goods be confiscated.

EXPORTING COPPER CASH.

Before Mr. Dyer Ball this morning, a Chinese was charged with exporting two baskets of copper cash without a permit from the Superintendent of Imports and Exports and also with attempting to bribe the police constable who arrested him.

The defendant pleaded not guilty to either charge but after evidence was heard His Worship imposed a fine of five dollars, with the alternative of two weeks' hard labour, on the first charge, and on the second charge fined the defendant fifteen dollars, or in default of payment one month's hard labour.

DRUNK AND DISORDERLY.

A Japanese, charged with being drunk and disorderly last night in Des Vaux Road Central, was brought before Mr. A. Dyer Ball this morning.

The defendant pleaded guilty to the charge and His Worship imposed a fine of five dollars.

THEFT BY A TRICK.

Before Mr. A. Dyer Ball yesterday a Chinese electrician was charged with stealing an electric fan, valued at twenty-four dollars, from a Chinese woman residing at No. 44 Queen's Road West.

It was alleged that the defendant went to the complainant's dwelling in Queen's Road West, and after informing her that he was an employee of the men from whom she had recently purchased the fan in question, stated that he had been sent by his master to repair it. The complainant, believing the defendant's story, permitted him to take the fan away, and the defendant subsequently sold it to an innocent purchaser.

Detective Sergeant Cockle, who conducted the case, stated that the defendant had last year been convicted of a similar offence and added that every summer a considerable number of electric fans were stolen in the Colony.

BOWEL COMPLAINT IN CHILDREN.

During the summer months mothers should watch for any unusual looseness of the child's bowels. When given prompt attention, at this time serious trouble may be avoided. Chamberlain's Colic, Cholera and Diarrhoea Remedy can always be depended upon for safe, reliable treatment.

The defendant pleaded not guilty to the charge, but after evidence was heard, the magistrate imposed a sentence of three months' hard labour, and four hours' stocks in lieu of the last day.

ANOTHER MURDER CASE.

The case in which a Chinese fisherman named Yau Chun pleaded not guilty to the charge of murdering, with malice aforethought, one Tang Yee Kin, a Chinese woman fifty years of age, at the residence of the deceased in Kang Mun Tsai, Tsun Wan Village, on the night of May 6th, was opened before Mr. J. R. Wood yesterday.

Evidence was given by Dr. Macfarlane, Government Analyst, Dr. McKennery, medical officer in charge of Victoria Gaol, Dr. Smalley, medical officer in charge of the Kowloon Mortuary, Mr. Gray of the Public Works Department and Lance Sergeant Macdonald of the Tsun Wan Police Station, and the case was adjourned until to-morrow afternoon.

KILLED WHILE ESCAPING THE POLICE.

An enquiry into the death of a Chinese named Lee, Fat, thirty-three years of age, was held by the coroner (Mr. J. R. Wood) this afternoon.

The jury consisted of Messrs. A. G. Connor, Lam Ping and D. E. Maria de Souza.

The Coroner said that on March 12, Detecting Inspector Watt, with a strong body of European constables in execution of a warrant, raided a gambling house at No. 238, Queen's Road Central. The deceased being caught in the raid, attempted to escape from the Police by climbing from the second floor verandah of the raided premises to the second floor verandah of an adjacent building. Whilst he was thus engaged he lost his hold, and slipping from the ledge of the balcony, fell to the street below. The deceased was immediately taken to the Government Civil Hospital and later, at his request, removed to the Kwong Wai Hospital.

There, on May 24th, the deceased died of injuries sustained by his fall, death being caused by a fracture of the spine.

Evidence was taken and the hearing, adjourned until 4.30 to-morrow afternoon.

AMERICAN SHIP-BUILDING.

The San Francisco Examiner has the following to say regarding the plans of the government shipping board at Washington for the formation of the new American merchant marine.

Washington, April 14.—The Administration's programme for building a vast fleet of wooden cargo ships to transport supplies to the allies and thus defeat German submarine campaign, will be put definitely under way Monday when the shipping board will form a \$50,000,000 corporation to build and operate the vessels.

The corporation will be organized under the laws of the District of Columbia, and its entire stock will be held by the shipping board. In legislation to be introduced in Congress, early in the week, the board will ask authority to increase the stock in the future if needed to as much as \$225,000,000.

Private shipyards will construct the ships on a standardized plan adopted by the shipping board on a basis in most instances of 10 per cent. profit. The board probably will finance some yards, although private capital already is offering millions for construction of the vessels.

Major-General Goethals, who, at the direction of President Wilson, has agreed to supervise the building of the ships, will come to Washington to take charge of the work as soon as he can arrange to leave his task of building New Jersey highways.

The 700,000 tons of German shipping taken over by the Government with the declaration of war undoubtedly will be put under the corporation, as will the Austrian ships now in custody of the United States.

General Goethals was chosen to head the work, it was explained, for three reasons—his capacity as a German desecrator and as a testimonial to the loyalty of American citizens of Teutonic extraction, and because he is considered the only man in the United States most offensive to Germany. Germany, it has been said, has never forgiven the man who constructed the canal, when German experts said it could not be accomplished.

Mr. Jardine, M.P., announced at meeting at Nottingham his intention to erect a super-beet factory near Newark capable of dealing with a thousand tons of beet daily.

An estate of 5,600 acres has been already purchased by the British Sugar Beet Growers Society, with 8,000 acres eventually available, 60,000 tons of beet could be produced, yielding 11,000 tons of sugar annually.

SUGAR BEET ENTERPRISE IN ENGLAND.

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DEARER PAPER IN GERMANY.

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CHINA MAIL OVERLAND EDITION.

THE BEST WEEKLY NEWS-PAPER FOR ALL INTERESTED IN HONGKONG AND CHINA GENERALLY.

ORDER IT BEFORE GOING HOME, AND THUS KEEP IN CLOSE TOUCH WITH THE COLONY.

TELEGRAMS.

(Continued from Page 1.)

AMERICA'S 10,000,000 MEN.

GETTING THE FIRST 500,000 FOR MILITARY SERVICE.

LONDON, June 5. The results of today's registration of 10,000,000 Americans from which the first 500,000 men will be selected for military service is awaited with the keenest interest in Washington. It is felt that the true feeling of America regarding the war will be manifested by this registration.

Some hostile demonstrations and even rioting are expected, but the Washington officials are confident that the result will be satisfactory.

THE FINANCIAL STRENGTH OF GREAT BRITAIN.

LONDON, June 5. In the House of Commons, the Postmaster-General stated that since the war began the post office applications for War Loan and Exchange Bonds and War Savings certificates had totalled £191,000,000. This had not affected the Savings Bank deposits which now amounted to £187,000,000 as compared with a total of £184,000,000 before the war. This was a remarkable tribute to the financial strength of the Country.

PRISONERS OF WAR.

LONDON, June 5. In the House of Commons, the Postmaster-General stated that the British prisoners in Germany numbered 12,431, as compared with 30,710 last year. The German prisoners in the United Kingdom numbered 53,138 as compared with 40,821 last year.

RUSSIAN ACTIVITY AGAINST THE KURDS.

LONDON, June 5. A Russian official message transmitted by wireless reports: There was intense artillery activity in the region of Kroya. The Kurds, who were attempting to attack to the southward of Erzinga, were beaten off. We occupied Rovansir, to the north-west of Kermanshah. The Kurds are retreating to Djivanjir.

THE EMPIRE'S MINERAL RESOURCES.

LONDON, June 5. The War Cabinet has appointed a committee to prepare a scheme for establishing an Imperial Mineral Resources Bureau in order to collect information as to the Empire's mineral resources and metal requirements, and to advise as to the methods of the development of those resources. The Committee includes Lord Idington, the Hon. W. P. Mackenzie, late High Commissioner in London for the Union of South Africa, the Hon. Mr. W. Schreiner, the High Commissioner in London for the Union of South Africa, Sir George Halsey Perley, of Canada, and Mr. W. S. Robinson.

EARLIER TELEGRAMS.

GENERAL ACTIVITY ON BRITISH FRONT.

LONDON, June 4. Field-Marshal Sir Douglas Haig reports that our units on the northward of Arras, and on the southward of Arras, captured 37 prisoners. There was considerable mutual artillery firing southward of Gouvaucourt and in the neighbourhood of Vimy Ridge and in the Ypres sector. Our aeroplanes on Saturday night obtained hits on four enemy trains, one of which was completely destroyed. We brought down seven German aeroplanes. Four of ours are missing.

ARTILLERY ACTIVITY.

LONDON, June 4. A French communiqué states: The artillery duel was very active in the region west of Bray-en-Launois and more eastward in the sector of Croisne-Chastel. Our front lines were intermittently bombarded.

SIGNIFICANT ALLIED AIR RAIDS.

LONDON, June 4. The raid on Bruges is the fourth attack upon enemy submarine and aeroplane nests in Belgium officially reported since Thursday. Dutch Correspondents speak of a constant Allied Naval Air force upon the Belgian Coast, the sky being illuminated for miles by burning shells and terrific explosions of bombs.

THE ADVANTAGES AFFORDED BY AMERICAN BELLIGERENCY.

PARIS, June 4. Sir Edward Carson, First Lord of the Admiralty, in an interview published in the *Matin*, emphasised the immense naval advantages accruing from the entry of America into the war, enabling the use of tonnage which would be regulated so that there would be no longer any wastage of transports. Also, that America could secure the protection of transports on the Atlantic Ocean, as Great Britain had secured it in the Channel. Moreover, the Allies had practically controlled the food supplies which Germany might be able to obtain through neutrals, for they could now search all vessels. These possibilities were calculated to increase the Allies' confidence.

THE RUSSIAN ARMY.

CHANGES IN HIGH COMMAND.

PETERSBURG, June 4. General Alexeeff has resigned, and General Brusilov has been appointed Commander-in-Chief. General Gurko replaces General Brusilov on the South-Western Front.

NEW POLISH ARMY.

PARIS, June 4. A Decree creates an autonomous Polish Army, subject to the French Supreme Command, but fighting under the Polish flag. The Poles serving in the French Army will form the nucleus of the new Army.

CONSPIRATORS ARRESTED IN AMERICA.

NEW YORK, June 4. Four arrests for conspiracy to transmit military and naval information to Germany, including advance news of the sailing of destroyers towards Great Britain, include a German and a Swede. All were released on heavy bail.

THE FRENCH CHAMBER.

A SOLEMN PROTEST RECALLED.

PARIS, June 4. The Chamber has concluded a three days' secret debate on M. Ribot's speech on the subject of the proposed Socialist Conference at Stockholm. The Chamber adopted, by 453 votes to 55, a vote of confidence in the Government, recalling the solemn protest of the Alsations at Belfort in 1871, and affirming the necessity for the restoration of Alsace-Lorraine to France.

GREAT BRITAIN'S ECONOMY IN CEREALS.

LONDON, June 4. The National War Savings Committee announces that from the official reports so far received for the month of May by the Ministry of Food the national bread consumption has declined heavily during the past month. When the remainder of the figures are received it is anticipated they will show that the nation's economy in cereals has been heavier than was hoped, especially in view of the complete absence of potatoes.

AMERICAN FINANCE.

ITS PART IN THE WAR.

The New York financial correspondent of the London "Daily Telegraph," writing on February 7th, remarked: "Count Bernstorff is said to have admitted, when shown the bank resources of America, shortly after the 'Lusitania' was sunk, that to have such a vast sum of money put into the balance against his country would be fatal to Germany. Since then, the United States has loaned 2,000,000,000 dollars to foreign countries, most of which have gone to the Allies and last November American banks had a surplus or excess reserve of 1,016,000,000 dollars, allowing credit expansion of from 5,000,000,000 dollars to 6,000,000,000 dollars."

Mr. G. W. Warren, one of America's foremost financial publicists, whose clear insight into economic and national problems has earned for him the widest respect, admits of no question that Germany, by invoking ruthless submarine warfare, has already turned against herself the richest of the nations. Mr. Warren, in a long interview, published in the "Wall Street Journal," says:

"By inviting the resources of the richest nation to be used against them, the Hohenzollerns have committed suicide. Prussian militarism is ended, and from the Baltic Sea to the Persian Gulf, to Turkey, Persia and India, must soon come the knowledge of a lost cause. We have three things which can be thrown against Germany most vitally, and they are moral credit, food credits, and financial credits. Credits by men and nations are of minor consequence because Germany is far outclassed by the cordon of men and nations now surrounding her. The value of the moral credit now thrown against Germany is not less than 50,000,000 dollars, or the total cost of the war up to date. The Allies instead of being in danger of envy, jealousy, and hatred from all the warring nations, are now truly arrayed in line with our brothers in the fight for universal and lasting peace."

SHORTAGE OF LUBRICANTS.

5000 GERMAN LOCOMOTIVES LAID UP.

The British Government has received reports showing that 5,000 locomotives of the building of the wooden wheels are no longer fit for use, and are laid up due to a shortage of lubricants.

AMERICA'S WAR-FLEET OF WOOD.

(From the "Literary Digest")

Helen of Troy's beauty "face that launched a thousand ships" is typified in this war by that of von Hindenburg, to judge from editorial comment on the plan of the Administration to build a thousand wooden ships to carry food and other munitions to the Allies. At the President's request, General (Goetz) assumes supreme command of this construction, so that as various journals say, "the 'Hindenburg' is the 'Hindenburg' of the sea." The *Atlantic Journal* recalls von Hindenburg's declaration at the outset of the ruthless U-boat campaign, "we stake all and we shall be victorious," but now, as the *Buffalo Evening News* says, the "Hindenburg" is no longer the German U-boat's wooden mallet. How critical the Allied food-situation appears in the proclamation by the President to the people of April 15th in which he said that "submarine warfare is no longer a game, it is a war."

The United States Shipping Board has 800,000,000 at immediate disposal, the press informs us, and Mr. William Denman, of San Francisco, its chairman, stated before the New York Chamber of Commerce that the wooden ships could be built at the rate of 500,000 tons a month, beginning October 1, without interfering with the construction of steel vessels. They would be of about 3,000 tons each, with a speed of about 10 knots, and of 12 knots in the war-zone, and Mr. Denman is quoted further as saying:

"They will be equipped as oil-burners, could be made of green wood as fast as it could be cut, and would have a life of from eighteen to thirty-five years. It is possible that they could have 800 or 1,000 of such boats within fourteen or sixteen months' time."

"We figure that with the supply of steel vessels at the command of the Allies they will be perfectly safe for eight or ten months, assuming the very highest activity of the submarine, and if it could be so equipped by the end of that period the production of both steel and wooden ships would exceed the rate of destruction, the Germans would feel that their ruthless warfare was hopeless."

The Indianapolis *News* suggests that the Government might revive some of the wooden shipyards along the Atlantic Coast, which, because of the rising popularity of the steel ship, have had a hard time making both ends meet. Maine is particularly with its numerous shipyards and shipyards, which should be able to turn out hundreds of ships in short time which, after the war, will be used in America's overseas trade, "assuring a merchant fleet in keeping with the foreign-trade ambitions of this country." The *Tacoma Ledger*, while noting that it is "retrogressive in its opinion," especially appropriate character that Germany's lawlessness on the sea has brought her own shipping into the fight against her, says of the building of the wooden ships that the great timber resources of the Pacific Northwest mean industrial activity on an unusually large scale there while the war continues, and probably for several years after the war has ended. The *Seattle Times* wonders whether the wooden ships will be able to compete successfully with steel, and whether the larger tonnage at the conclusion of hostilities, for should these wooden-hull craft hold their own in the fight-for-sea business, the Seattle and Puget Sound section is assured of an industry that keeps thousands of skilled workers busy for years.

But the New York *Evening Mail* urges that "every one be on his guard against the delusion that we are building an American merchant marine." We are told that shipbuilding men express grave doubts as to the workability of the 2,000-ton wooden ships for the Atlantic lanes are the stormiest in the world, and it takes substantially built steel steamers to stand the buffeting of the western gales that sweep across this latitude in the winter time. What is more, this journal reminds us that:

"Wooden ship-building is an art. It cannot be undertaken in a campaign and lumber-yards in the interior of the country, manufacturing so-called standardized parts to be shipped to the seaboard and assembled there. The work must be reasoned carefully against these ships are to be built in double-quick time. Wooden ships are not riveted together. Workmen skilled in the joining of seasoned ship-timbers are nearly extinct, now that steel has for years replaced wood as the material of ship-building. The purchase of Maine. Remember, the first of these ships are to be completed late this fall, just as the rough North Atlantic weather begins."

The *Evening Mail* notes the proposal that Diesel oil-engines be used, and observes that it is a well-known fact that the Diesel engine is in its infancy of construction, which has as yet prevented its adoption in the German North Atlantic trade. It is to-day in its tropical or Pacific service, and this journal adds:

"In spite of these difficulties, which are worth considering, the wooden ship work during this war. These considerations are not reasons against building the wooden ships. They are reasons against relying too strongly upon them."

To summarize much editorial opinion of the plan in its immediate bearing, we may quote the *Charleston News and Courier*, which says that the announcement of the building of the wooden ships is going to carry to Germany full realization of the terrific mistake she made when she assumed that America could and would do little. America can and will build good ships. Master-bulk the German submarines can destroy them.

SUBMARINE PROBLEM.

NEW AND SECRET WEAPONS.

Lord Northcliffe, in a statement to a representative of the United Press Agency of America on the 4th ult. said: "Britain will shortly publish her losses arising from the German submarines. She was not hiding any facts of importance connected with the war on land or sea, save those likely to be of benefit to the enemy. The submarines, while the strongest card that Germany had played, would never win the war. British official reports were perfectly frank. There was no concealment of any losses, while the Germans were afraid to publish theirs. The German people did not yet know of the fall of Baghdad. The war was certain to be a long one; the German mixture of science and brute force could not be easily broken. Britain was ready to settle the Home Rule question. The difficulty lay entirely with Ireland itself. New and secret war implements were being prepared in Britain."

GERMAN SHIPPING.

AMERICAN CONFISCATION.

A message from the Hague, dated May 1st, states:—Herr Achelis has resigned the presidency of the Nord Deutscher Lloyd Co., owing to his disagreeing with the other directors regarding Government compensation for ships confiscated by America. The German Government offered a total of \$15,000,000 sterling of which \$5,000,000 was allotted to the Nord Deutscher Co. Herr Achelis demanded \$10,000,000. It is believed that the company will now join the Hamburg-America line, under Herr Ballin, with a view to the completion of a huge Austro-German shipping trust. Herr Achelis opposes this amalgamation, which the Kaiser is instigating.

FIRST ELECTRIC BATTLESHIP.

A cable to one of the Australian papers announces the launching of the first electric battleship, the "New Mexico," for the United States Navy. The vessel is 600 feet long, 87 feet across, and 28 feet draught. She will carry twelve 14-inch (36 calibre) guns mounted three abreast in a turret, and twenty-two 6-inch rapid-firing guns. She will also be provided with four submerged torpedo tubes. One of the principal features of the new *Drumwright* is, of course, the machinery for propelling her by electricity. She is driven by motors which will deliver electricity made by steam. Another novel feature is a clipper stem, tapering like that of a yacht. The vessel's overhanging bow projects more than 20 feet beyond her gun-water line, allowing space for three anchors and keeping the foredeck free of water in all but the heaviest weather.

THE MOONSON.

Mr. J. E. Evans, Acting Superintendent of the Observatory at Colombo, writes:—Here in Ceylon questions as to the moonson are always rife. Rainfall being by far the most important of the meteorological phenomena and upon which the economy of the island is particularly dependent it has naturally become to be looked upon as the primary feature of the moonson. The word moonson, however, is derived from the Malay word *musim*, meaning a season, dependent on the direction of the wind, and meaning at present in the island has undoubtedly been so recognised for generations, and as the success of any particular season is entirely gauged by the amount of its precipitation being in quantity favourable to the requirements of the planter for his rice to sow continue. During the time the south-west moonson is with us the area of high pressure is to the south and that of the low pressure to the north of the island. One would expect that the movement of the high would be direct from high to low, but the earth's rotation modifies this and the wind is here experienced from the south-west.

WAR REVENUE FROM POSTAGE STAMPS.

SURCHARGE SYSTEM IN STRAITS SETTLEMENTS.

In view of the suggestion that has been made that postage stamps should be surcharged for the benefit of war funds, it is interesting to note that since May 1st, 1917, the Straits Settlements stamps of the values of 2 cents and 4 cents surcharged "Red Cross 2 cents," costing 4 cents and 6 cents respectively, have been on sale at all post offices in Singapore. They are valid as postage for an amount not including the surcharge on correspondence addressed to any place within the Colony, the F.M.S., Johore, Kedah, Kelantan, Penang, British North Borneo, Sarawak, Ceylon or the United Kingdom. The purchase of these stamps is optional, but the surcharge of 2 cents will be devoted to the Red Cross Fund.

Reference to the Colonial newspaper which announced the capture of "Point d'Appui" (was it not a Hongkong newspaper?) recalls an even more amusing blunder. A London wire to an Australian paper read: "Lincoln On Dean Swift. *Expositio*." The "sub" in charge, who apparently had taken no interest in the Lincoln Handicap, thereupon produced the following which duly appeared in the next issue: "We deeply regret to announce the death of the celebrated Dean Swift, author of the well-known hymn, 'The roseate hues of early dawn.'"

SOMETHING DEFENDABLE.

DARKESS is always more or less prevalent during this weather. Be prepared for it. Chamberlain's Colic, Cholera and Diarrhoea Remedy is a prompt and effective remedy. It can always be depended upon. For sale by all Chemists and Druggists.

WILL THE PURITAN RETURN?

MANY IN ENGLAND OBJECT STRONGLY TO AMUSEMENTS OF ALL KINDS AT THE PRESENT TIME.

Many in England object strongly to amusements of all kinds at the present time. "The golf courses are deserted; football is neglected; balls are mere memories of the past." A Church paper also says that there is strong and growing public opinion against indulgence in luxuries of all kinds, and the question is asked, Will Puritanism revive in England? Some, indeed, believe so and even wish for it. A writer to the Manchester *Guardian* declares that "there will need to be a real revival of Puritanism, and the Church will once more be required to set up a moral standard over against that of the world." The *Church Times* (London) sees in the signature to this letter "the initials of a name deservedly honored in non-conformist circles," yet it lays bare its own hope that such a "renaissance" be not achieved. It regrets that the Archbishop of Canterbury, in saying recently that no man need consider it against his conscience to do field-work on Sundays, had not also proclaimed that "Sunday is a day of rest alone is a legacy from Puritanism, which transferred the Jewish rules for the Sabbath to the Christian Sunday." The *Guardian* writer points to the Puritan as one who "knew he was his brother's keeper, and he had a deep concern for the welfare of mankind"—an attitude of mind that says *The Church Times*, "was exactly the principle upon which the Inquisition worked." What *The Church Times* seems to fear is an undesirable reaction.

"Now, in the days before the war, if one thing seemed certain it was that Puritanism was dying if not dead. In the nineteenth century Charles Kingsley made a desperate attempt to revive it and to surround it with the romance that the immense majority of men failed to detect in it. But his effort was in vain. The true Puritan, with his hatred of the theatre, of games, and of many other innocent pleasures, wandered in a strange world whose ways of thinking about both religion and life were not his. He was going to be regarded as great an ancestor as a Jacobite in twentieth-century London or as a saint in twentieth-century Paris. But with the war there has come a new way of looking at things. Dr. Johnson thought you could not spend money on luxury without doing good to the poor; the feeling now is that you can not do it without doing harm to your country."

The journal of the Established Church reminds its non-conformist brother that the Puritan never did "turn anything but a hostile eye upon the innocent pleasures of life," and his willingness to be his brother's keeper is something "that can lead to the most outrageous interferences with liberty." We are assured that:

"This the Puritans have never shrunk from, and it is this more than anything else that has caused their unpopularity. An act of Parliament is much more speedy and immediately effectual than the slow process of persuasion, and it is on acts of Parliament, to take one instance, that the Puritan depends to make men more sober. He wants to be his brother's warder, and if his brother doesn't see what is good for him, argument is waste of time."

"The world has had its experience of Puritanism, and will never go back to it. It likes the new non-conformist. Puritanism no better than the old Puritanism of the seventeenth century. It is quite alive to the reaction which Puritanism, always provokes, and it wants neither the thing nor the reaction. It knows quite well that if Puritanism has produced the Metropolitan Tabernacle on one hand, it has also been the father of Ciro's on the other. The reprobation of extravagance and luxury that has been so marked a feature of public opinion at home in the last two years owes nothing to Puritanism. Often, indeed, it ostentatiously disowns itself from it. But if this is so, will Catholic asceticism be overwhelmed with the same fate? Sometimes it appears as if this may be the case. The old Tractarian severity has largely disappeared. No doubt it had its faults. It was inclined to stereotype rules, and to imagine that a disciplinary rule that was suited for one was suited for all, and to look askance on those who determined to go their own way. To take one instance, it was often assumed as a matter of course that a Catholic must give up smoking in Lent. But Tractarian asceticism was attractive because it was other-worldly, and because it never dreamed of employing any but spiritual methods of persuasion, and would have been horrified at any suggestion to enforce its rules on unconverted people. This is where it parts company entirely with Puritanism."

"Let us hope, then, that things will be different in the future, and that we shall again, as a nation, learn the need of asceticism. It rests on the Church to show what a true asceticism is. We do not want to hear ascetic remarks about Protestant clergymen having to abstain on Fridays by order of the Food Controller, but we do need to remember that the Church has certain ascetic rules for her own members, of which the Friday abstinence is one, and one that ought not to be neglected without proper dispensation. And we may hope that a habit of self-denial once gained will not be easily forgotten. But these are rules for those within the Church; we must beware of the temptation to bind them to those who are without, for this is the 'pitfall into which Puritanism has ever fallen.' By the same token *The Church Times* objects to the use of 'moral' as distinguishing from physical force."

Only Count Benckendorff and Prince Dolgorouky are with him. The *Forwards* Emperor Marie Feodorovna, together with her daughter Olga and Grand Duke Alexander Mikheylevich, and accompanied by M. Pavlov, the Deputy delegate by the Government, left Kiev for Sukerman. Grand Duke Nicholas, under the surveillance of the delegates of the Duma, is expected to arrive in the Crimea. Grand Duke Michael, the former Czar's brother, having in effect retired to Gatchina.

CALLICURA.

THE NEW AND CERTAIN CURE FOR CORNS.

WITHOUT PAIN OR INCONVENIENCE.

DIRECTIONS.

Apply over the Corn until a thick pellicle or skin is formed; and repeat the operation each morning after the bath. It is advisable before the first application, that the Corn be pared; or the foot bathed with soda and water.

Price 60 cents per bottle.

Queen's Dispensary
(HARPER & CO.)

TEL. 492.

31, Queen's Road Central.

THE ONLY EXCLUSIVE
ENGLISH TAILORS
IN THE COLONY.

Diss Bros.
No. 1, WYNDHAM ST.
(Corner Raffles Place)
ESTABLISHED 1888

TO THE ARCHITECT AND TO THE ENGINEER.

"An ounce of demonstration
is worth a pound of theory."

W. DEMONSTRATE WITH

"MALTHOID"

and we invite the Profession and others interested not only to witness our demonstrations, but to bear witness that "the results justify the claims made both as to material and methods of roof construction."

CHAMP! "MALTHOID" LIGHT! WATERPROOF! SAFETY! IMPROVEMENT!

Agents, BRADLEY & Co., Ltd.
HONGKONG.

FOLKLORE OF SNAKES.

THE BLOOD-SUCKING "MAPILA."

In the April number of the "Ceylon Antiquary," Mr. J. P. Lewis, C.M.G., C.C.S. (Retd.), writes:—

"There are always seven 'mapilas' together. They form a chain down from the roof, and the last one bites the sleeping victim as he lies abed."

To this Mr. John M. Senarathne appends the following note:—

"What I have heard is that the 'mapila' way 'is not to bite, but to suck the blood of the sleeping victim.' And it is in this way, I am told, that the 'mapila' of the 'chain' is from the roof."

First gently leaves with its tongue a soft part of the body, usually the head, of the victim and keeps doing this till it draws blood; the "process" being said to have a most soothing effect upon the sleeper. When it has finished this, the "last one," i.e., the 7th, coils up and gives place to the 6th, which, in turn, makes room for the 5th, and so on. The gradual loss of blood is said to produce a sort of stupor from which the sleeper, if undisturbed by any chance, never awakes. A ghastly white pallor or pronounced bluish tint is said to be the distinguishing mark of the corpse of a mapila victim. I saw such a corpse about two years ago and I remember some one saying: 'mapila mapila marada?' ("Was he killed by mapila?") which occasioned my enquiring what he meant. His answer I embodied in the information summarised above and which is given for what it is worth."

HONGKONG POLICE RESERVE.

POLICE SCHOOL, 6.45 P.M.

Thursday, June 7th.—Class 14 (Inspector Gerrard).

Friday, June 8th.—Class 12 (Inspector Gerrard).

Monday, June 11th.—Class 13 (Inspector Gerrard).

THURSDAY, 6.45 P.M.

Thursday, June 7th.—No. 1 Cadet and No. 2 Pictorial.

Friday, June 8th.—No. 3 Cadet and No. 4 Pictorial.

There will be 200 pictures during the cadetship.

Monday, June 11th.—No. 5 Cadet and No. 6 Pictorial.

There will be 200 pictures during the cadetship.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS

LONDON AND BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

LONDON AND BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or intermediate ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, etc. apply to:—
P. & O. S. N. Co.'s Office.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS

(SUBJECT TO ALTERATION).

North American Line. For VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE AND YOKOHAMA.

"MEXICO MARU".....Friday, 22nd June, at 3 p.m.

FORMOSAN LINE:—For Tamsui, Keelung, Asping and Takao, via Swatow and Amoy.

"SOSHU MARU".....Thursday, 7th June, at 9 a.m.

"AMAKUSA MARU".....Sunday, 10th June, at Noon.

Calling at Tamsui, Keelung via Swatow and Amoy.

Omitting Tamsui and Keelung.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, new the Harbour Office and while the steamer is alongside the wharf Telephone No. 78 will be fixed.

SOUTH AMERICAN LINE:—Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE:—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE:—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang and Colombo. At present this line's steamers take cargo only.

JAVA LINE:—Monthly service for Java ports calling at Mami, Sandakan and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS
APPLY AT THE OFFICE.

M. HIGUCHI, Manager.

No. 1, Queen's Building.

Tel. Nos. 744 & 745.

"NEDERLAND" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "NEDERLAND").

"ROTTERDAM LLOYD" ROYAL MAIL LINE

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Joint Service

between NETHERLAND, INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU.

STEAMERS.....TO SAIL.....

"PRINSES JULIANA".....23rd June.

These superior passenger steamers have accommodation for first and second class passengers.

For further particulars please apply to

JAVA-CHINA-JAPAN LLN,

AGENTS.

HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK, via PORTS AND SUEZ AND PANAMA CANALS.

With liberty to call at the Malabar Coast.

For Freight & further particulars apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND AFAR LINE.

Sailings from Hongkong.

Steamer from Hongkong on or about Connecting at Calcutta with On or about

A steamer

Shortly

On or about

For freight and further particulars apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL P. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

15. HONOTO MARU, For Moji, Kobe & Yokohama

14th June

For sailing dates Freight & Freight apply to

DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
PAKHOI & HAIPHONG	KAITONG	June 7, at Noon.
SHANGHAI	SINKIANG	June 7, at 4 p.m.
SHANGHAI	TAMSU	June 8, at 4 p.m.
NEWCHOWANG	ANHU	June 9, at 4 p.m.
WEIHAIWEI & TIENSIN	HUICHOW	June 10, Daylight.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" & S.S. "SANUI".

MANILA LINE. Twin Screw Steamers "Chibua," "Taming" & "Tea" Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tea".

SHANGHAI LINE—PASSENGERS, "MAILS" & CARGO.

S.S. "Anhui," "Chenai," "Yingchow," "Shantung," "Sinkiang" and "Sunning" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms. maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	WINGSANG	FRIDAY, June 8, Daylight.
MANILA	LOONGSANG	SATURDAY, June 9, at 3 p.m.
SANDAKAN	MAESANG	TUESDAY, June 12, at Noon.
MANILA	YUENSANG	SATURDAY, June 16, at 3 p.m.

CALCUTTA LINE:—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang. Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Weihaiwei and Chefoo.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hanoi when convenient.

BOHEO LINE:—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passenger Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Tel. No. 515.

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DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. A. E. Hodgkins	TUESDAY, 13th June at 12 Noon.
HAIFONG	Capt. J. W. Evans	FRIDAY, 15th June at 12 Noon.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.,

General Managers.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS AND MANILA.

THE Steamship "NIPPON MARU" The above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading, for consignment, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, 13th June at 5 p.m. will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

Storage charges will be assessed on all Cargo remaining undelivered on SATURDAY, 16th June, at 5 p.m.

No Fire, Insurance whatever will be effected.

No claims will be recognised after the Goods have left the Steamer or Godown.

All chafed and damaged Cargo will be landed into the Company's Godown, where they will be examined on 13th June, at 10 a.m.

No Claims will be recognised if filed after the 13th June, 1917.

T. DAIGO,

Agents, Hongkong, June 4, 1917. 1365

NOTICE TO CONSIGNEES.

JOINT SERVICE OF THE

"NEDERLAND" and "ROTTERDAM LLOYD" ROYAL MAIL LINES.

THE Steamship "REMBRANDT" having arrived from SAN FRANCISCO, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the Godown and extra-hazardous Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown and all Goods remaining undelivered after noon, the 10th June, 1917, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 14th June, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 10th June, 1917, at 10 a.m. by the Company's surveyors, Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JAVA-CHINA-JAPAN LLN,

Agents.

Hongkong, June 4, 1917. 1365

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship, "MISHIMA MARU," having arrived Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godown at Kowloon, where each consignment will be noted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 11th June, 1917, will be subject to rent.

Damaged Packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, June 4, 1917. 1370

AGENTS:

LONDON:—WILLIAM SLATER, 42 Great Russell Street, W.C. F. ALLEN, 11 & 13 Clement's Lane, London, E.C.4.

SINGAPORE:—T. B. BROWN & Co., Ltd., 163 Queen's Road, Victoria St. CLARK, SON & PEARCE, 85 Cross Street, S. C. G. STREET & Co., Ltd., 30 Collyer Quay, GORRAN & GORRAN, 15 St. Bridge St., ROBERT WATSON & CO., 120 Cecil Street, C. M. ROBERTS & Co., 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739,

SHIPPING

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ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave	Connecting Mail	Due	Due
Colombo	Hongkong	Steamer from	Marseilles	London
	Neon	Colombo.	1917.	1917.

When Passengers change Steamers at COLOMBO Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.

Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transshipment) IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

Proposed Sailing:

Steamers	Leave	Leave	Due at	Due
	Hongkong	Spain	Marseilles	London
	about	about	calling	about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Steamer are fitted with Electric Fans free of charge and each berth furnished with an Electric Reading Lamp.

Behind the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailings etc., apply to:

H. V. D. PARR,

Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S. S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

SATURDAY, 23rd JUNE-WEDNESDAY, SEPT 5th.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,

Princes Buildings, 105 House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: Connecting with

FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BELRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

FROM HONGKONG: Connecting with

FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

For dates of departure, Rates of Freight, apply to

THE BANK LINE LIMITED

MANAGING AGENTS

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option Subject to change without notice.

THE BANK LINE LTD.

Or to Rees & Co. Canton.

General Agents.

GERMAN EMPEROR TRIES TO STAVE OFF REVOLUTION.

That there is a possibility of the German people following the example of the Russians by freeing themselves of the shackles of despotism is shown by the Kaiser himself in the receipt he recently addressed to the Imperial Chancellor. Fearful lest the fate of Nicholas II. should befall him in turn he has attempted to forestall events by proposing to make an important Constitutional change in Prussia in the way of electoral reforms.

The following are the principal passages of the receipt:— "I have it particularly at heart to see the Prussian Landtag transformed and our political life freed of this question. Preliminary work was done at the beginning of the war upon my instructions in view of amending electoral rights regarding the Chamber of Deputies. I now request you to submit to me the precise proposals of the Ministry so that upon the return of our troops the fundamental work of the interior reorganization of Prussia may be rapidly carried out through legislative channels."

"LIMITED SUFFRAGE OUT OF PLACE." "After the formidable efforts made by the whole nation in this terrible war limited suffrage is in my opinion out of place in Prussia. The bill to be drawn up should provide for the direct and secret election of Deputies."

"No King of Prussia can disregard the rights of the House of Lords and its importance in the life of the State. But the House of Lords will be able better to deal with the considerable exigencies of the future by having its members in a larger and more regular proportion than heretofore the most eminent men of the various spheres and professions designated by the esteem of their fellow citizens."

"I am acting in accordance with the traditions of my great ancestors in showing justly-deserved confidence in a faithful, brave, capable and profoundly developed people by rebuilding important parts of our solidly-framed social edifice, which has victoriously faced the storm."

REFORMS TO COME AFTER WAR.

"Millions of Germans are still in the field. The settlement of the conflict of opinion behind the fighting lines, which is inevitable in connection with an important change in the Constitution, should be postponed in the supreme interest of the country until our soldiers have returned, when they will be able themselves to take part, by their advice, in the development of modern progress."

The Emperor declares that the principles set forth by the Chancellor, in his speech on the improvement of the forms of German national life, have his approval. He adds:—

"I feel that in proposing reforms I am following the path mapped out by my grandfather, the founder of the empire, who in an exemplary manner carried out his duties as a monarch, both as King of Prussia by the organization of the army and as Emperor of Germany by social reforms, and who created a situation that will enable the German people to triumph over this bloody period by unanimous and desperate resistance. To make our armed forces a real national army and to favour the social progress of all classes of the people has always been my aim since I came to the Throne."

Striving to serve the welfare of the nation in the union which has stood the test between the people and the monarchy, I am resolved to complete the edifice of our political, economic and social life as far as the war allows."

ECONOMY IN THE END.

It costs but a small amount to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy always in your medicine chest, and it is economy in the end. It always cures and cures quickly. For sale by all Chemists and Storekeepers.

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TO LET

FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
A FLAT in Humphreys Buildings, Kowloon.
A FURNISHED HOUSE in Leobell Terrace—From 1st July next.
TO LET OR FOR SALE.
Kowloon Marine Lot 43 with wharf area 58,000 sq. ft. suitable for coal storage or erection of godowns.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings,
Hongkong, June 6, 1917.

TO LET

RESIDENCE No. 119 The Peak, newly done up.
Apply—
CHATER & MODY,
5 Queen's Road Central,
Hongkong, May 3, 1917. 1571

TO LET

NEW HOUSE in Conduit Road, ready for occupation.
Also 1 GODOWN in Duddell Street.
For rent and other particulars apply to—
H. M. H. NEMAZEE,
1 Des Vaux Road,
Hongkong, March 15, 1917. 1577

TO LET

WELL appointed and comfortable European House No. 17 and 19 KENNEDY ROAD. With electric lights and hot water.
Apply—
YOUNG HEE,
16 Des Vaux Road Central,
TEL. Nos. 908 and 551.
Hongkong, May 18, 1917. 1504

TO LET

FOUR ROOMED FLAT, in Nathan Road, Kowloon.
Apply—
A. S. WATSON & Co., Ltd.
Alexandra Buildings,
or THE KOWLOON DISPENSARY,
Hongkong, May 23, 1917. 1597

TO LET

OFFICES at 2 Connaught Road.
OFFICES in King's and York Buildings.
HOUSES in Clifton Gardens, Conduit Road.
HOUSES in Broadwood and Morston Terraces.
HOUSES on Shamien, Canton.
HOUSES TO LET—Wong-wei-chong Row.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, April 25, 1917. 1578

TO LET

IMMEDIATE ENTRY two very desirable SHOPS situated in Ice House Street, opposite the Grand Hotel. Recently reconstructed.
For rent and other particulars, apply to—
THE MANAGER,
Hongkong Ice Co., Ltd.,
46, Connaught Road Central,
Hongkong, April 25, 1917. 1578

EXCHANGE

Hongkong, June 6, 1917.
On London—
Bank Wire ... 2/4
On demand ... 2/4 15/16
30 days sight ... 2/5 1/2
4 months sight ... 2/5 3/16
On Paris—
On demand ... 2/5 1/2
30 days sight ... 2/5 1/2
On New York—
On demand ... 2/5 1/2
30 days sight ... 2/5 1/2
On Bombay—
On demand ... 2/5 1/2
30 days sight ... 2/5 1/2
On Calcutta—
On demand ... 2/5 1/2
30 days sight ... 2/5 1/2
On Madras—
On demand ... 2/5 1/2
30 days sight ... 2/5 1/2
On Yokohama—
On demand ... 2/5 1/2
30 days sight ... 2/5 1/2
On Shanghai—
On demand ... 2/5 1/2
30 days sight ... 2/5 1/2
On Hongkong—
On demand ... 2/5 1/2
30 days sight ... 2/5 1/2
Gold Leaf, 100 fine (per tael) ... 43.10
Silver (per oz.) ... 28.10
Bar Silver in Hongkong ... 18 1/2 nom.
Chinese Copper Cash ... 1 1/2 p.m.
Chinese Copper Cent ... 1 1/2 p.m.
Rate of Native Interest ... 5 1/2 %
Chinese Sub. Coin ... 5 1/2 %
Hongkong Sub. Coin ... 5 1/2 %

NOW SHOWING

THE 8 H. P. BROOKE MARINE MOTOR

MADE IN ENGLAND

One of the most finished engineering accomplishments we have ever seen.

STARTS AND RUNS ON KEROSENE

ALEX. ROSS & CO.,

4, Des Vaux Road, Hongkong.

CUTICURA STOPS ITCHING INSTANTLY



Just Bathe with the Cuticura Soap, dry and apply the Cuticura Ointment.

For eczemas, rashes, itchings, irritations, pimples, dandruff, sore hands and baby humors, Cuticura Soap and Ointment are supremely effective.

Sample Each Free by Post

With 25c. Skin Book. (Soap to cleanse and Ointment to heal). For sample address Post-Card to: P. Newberry & Sons, 27, Charles Street, London. Sold everywhere.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILS

OUTWARD.

For Week-Days SUNDAYS & HOLIDAYS

Tai O ... 5.00 P.M. 5.00 A.M.

Tui Po ... 10.00 A.M. 9.30 A.M.

Cheung Chow ... 2.00 P.M.

Shaukeuk, Sha-tin and Sheungshui ... 4.00 P.M.

Aberdeen, Antau, P. O. Shan, Sai Kung, San Tin, Stanley ... 4.30 P.M.

Canton, Samui and Wuchow ... 7.30 A.M. 5.00 P.M.

Macao ... 7.15 A.M. 9.00 A.M.

Kongmoon ... 6.00 P.M. 5.00 P.M.

Nantao and Samui ... 5.00 P.M. 5.00 P.M.

Shamshui ... 10.00 A.M. 9.00 A.M.

FROM SHEUNGWAN WESTERN BRANCH P.O.

FOR Week-Days SUNDAYS & HOLIDAYS

Macao ... 7.30 A.M. 9.30 A.M.

Canton ... 7.30 A.M. 9.30 A.M.

Tai Ping ... 9.30 P.M. 9.30 P.M.

Shek K. ... 9.30 P.M. 9.30 P.M.

Kongmoon ... 6.00 P.M. 6.00 P.M.

Kumchuk ... 6.00 P.M. 6.00 P.M.

Kaukung ... 6.00 P.M. 6.00 P.M.

Except Saturdays.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the day of the evening.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin, at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 1 foot 4 inches, and on the gauge at Lamport Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

June 7th to 13th, 1917.

Low Water

High Water

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WEATHER REPORT.

On the 6th at 11.30—No returns from Japanese stations. Pressure has increased moderately in the neighbourhood of Shanghai and slightly from Fochow to Hongkong and from Formosa to Borneo. It is nearly stationary over Indo-China.

A depression is still central to the north-west of Haiphong.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.16 inch. Total since January 1st, 1917, inches, against an average of 29.37 inches.

Forecast for the 24 hours ending at noon on the 7th June—

1.—Hongkong to Gap Rock: S.W. to S.E. winds, moderate to fair.

2.—Formosa Channel: N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamocks: E. winds, moderate.

4.—South coast of China between Hongkong and Hainan: S.E. winds, moderate.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

The following table shows the Standard Time at which Official Night ends and begins during the month of June, 1917—

Date Ends Begins

June 6th 5.38 a.m. 7.18 p.m.

" 7th 5.37 " 7.17 "

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SHARE REPORT.

JUNE 6th, 1917.

Stock and paid up Value.

Options 11.30 A.M.

Last Dividend and date.

Approximate Return, based on last year's profit.

BANKS.

Hongkong & Shanghai \$135 \$705

MARINE INSURANCES.

Canton ... \$50 \$350 a.

North China ... \$5 T. 150

Unions ... \$100 \$370

Yangtze ... \$60 \$200

FIRE INSURANCES.

China Fire ... \$20 \$146 b.

Hongkong Fire ... \$50 \$371 b.

SHIPPING.

Douglas Steamship \$50 \$525 b.

Steamboats ... \$15 \$175 b.

Indo-China ... \$25 \$400

Shell Transport 41 1100 a.

Star Ferry ... \$10 \$291 b.

REFINERIES.

China Sugars ... \$100 \$103 a.

Malacca Sugars ... \$20 \$30

MINING.

Kailash ... \$41 \$36 b.

Langkat ... \$10 T. 17 b.

Rauha ... \$21 \$245

Tromps Mine ... \$21 \$29 a.

Uit Caspians ... \$21 \$33

DOCKS, WHARVES AND GODOWNS.

Kowloon Wharves ... \$50 \$75 b.

H. K. & Whampoa Docks ... \$50 \$122 a.

Shanghai Docks T. 100 T. 434

HOTELS, LANDS AND BUILDINGS.

Hongkong Hotels ... \$30 \$100

Central Estates ... \$100 \$99

Hongkong Estates ... \$100 \$95

Humphreys Estates ... \$100 \$85 b.

Kowloon Lands ... \$50 \$33

West Point ... \$50 \$75 b.

Shanghai Lands T. 50 T. 92

COTTON MILLS.

Ewoe ... T. 50 T. 150

Shanghai Cottons T. 50 T. 121 a.

Kung Yik ... T. 10 T. 14 b.

Yingtzapoo T. 15 T. 570

MISCELLANEOUS.

China-Borneo ... \$12 \$7

Light & Powers ... \$5 \$44 a.

C. S. Provident ... \$10 \$8

Dairy Farms ... \$6 \$23

Green Islands ... \$71 \$72 a.